WEST SANTA ANA BRANCH

Community Meetings

AA Study Results

May 2012

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Final Set of Alternatives

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Alternatives include:

- No Build
- Transportation System Management (TSM)
- Bus Rapid Transit (BRT)
- Street Car
- Light Rail Transit (LRT)
- Low Speed Magnetic Levitation

No Build Alternative

Build only projects with planned/programmed funding:

- Freeway projects
- Arterial projects
- Transit projects
- Other modal projects such as CHST and Metrolink service improvements

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TSM Alternative

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Maximize use of existing system and funded future projects:

- Bus service upgrades
- New bus services
- Arterial and intersection operational projects
- Bicycle/pedestrian paths

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BRT Alternative

Alternative defined as:

- Limited stop, high speed bus service
- Two options studied:
  - HOV Lane-Running Option – similar to Metro Silver Line
  - Street-Running Option – similar to Metro Rapid lines and OCTA BRT

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BRT Alternative Alignment

Northern Connection Area:

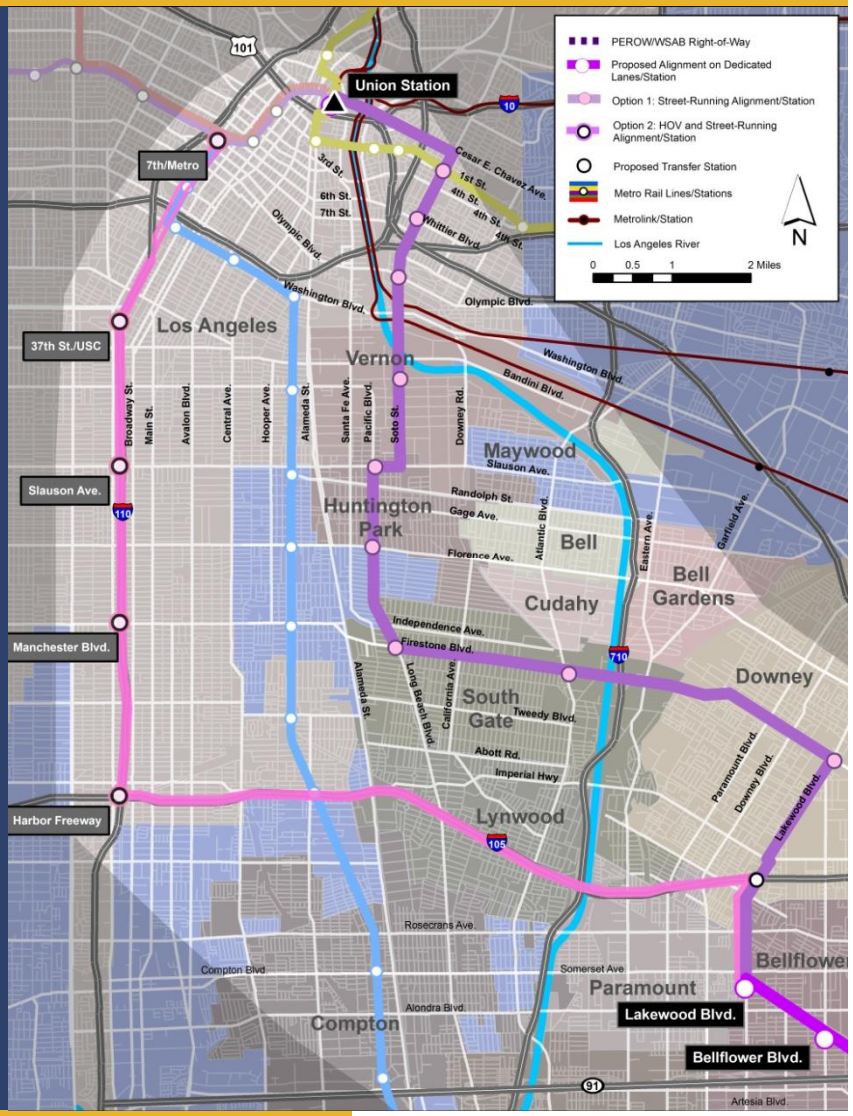
- Street service
- Transitway and freeway HOV Lane service

PEROW/WSAB Area:

- Dedicated lane service
- Some street service

Southern Connection Area:

- Street service



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Guideway Alignment Alternatives

Northern Connection Area – Union Station to Metro Green Line

- Four alignment options

PEROW/WSAB Area – Metro Green Line to Harbor Boulevard

- One alignment option

Southern Connection Area – Harbor Boulevard to Santa Ana RTC

- Two alignment options

Northern Connection Area Alignments

Union Station – Green Line

In common:

1. New Green Line station
2. San Pedro Subdivision
3. Union Station access

Four alignments options north of Gage Avenue

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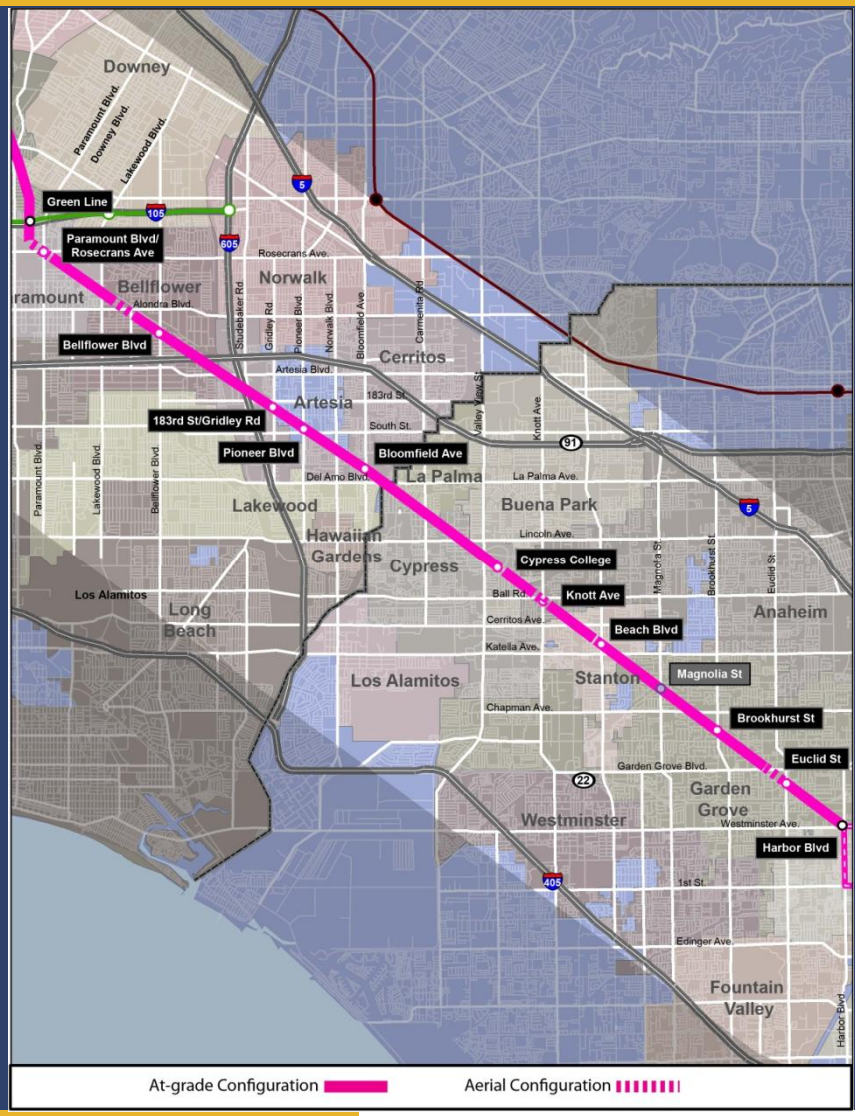
PEROW/WSAB Area Alignment

Green Line – Harbor Blvd. Station

1. Dedicated operations in center of ROW
2. Harbor Blvd. Station – interface with future Santa Ana-Garden Grove Street Car Project



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Southern Connection Area Alignments

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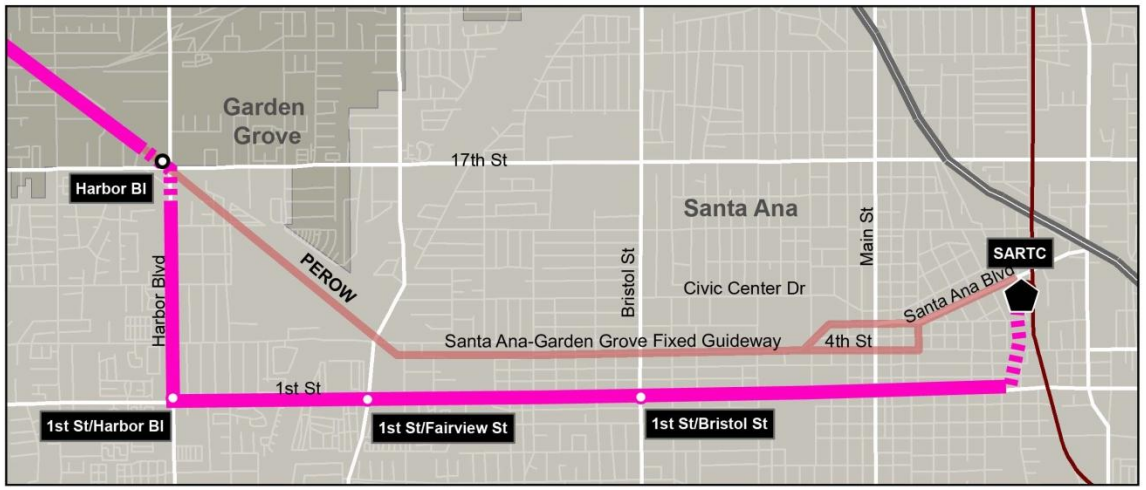
Harbor Blvd. Station – Santa Ana RTC

1. Harbor Blvd./1st St./Santiago St./SARTC
2. Westminster Blvd./17th St./Main St./ transfer to Street Car system

Harbor Boulevard/1st Street/SARTC Alternative



Westminster Boulevard/17th Street/Main Street Alternative

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Vertical Configurations

BRT

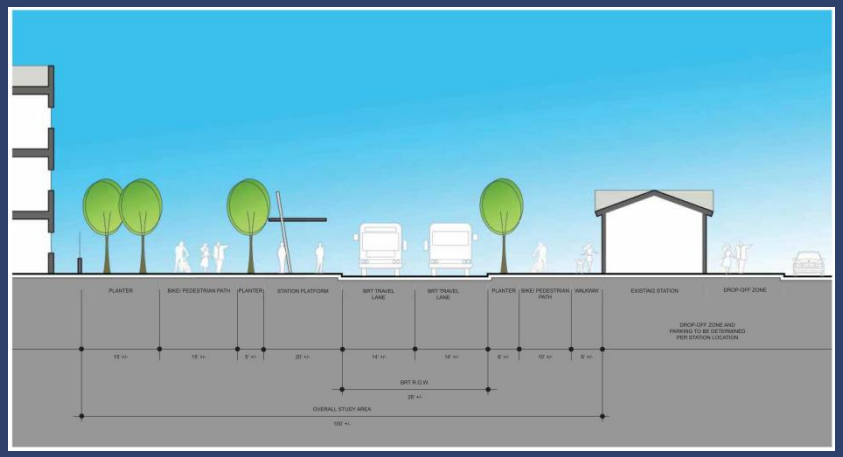
- At-grade

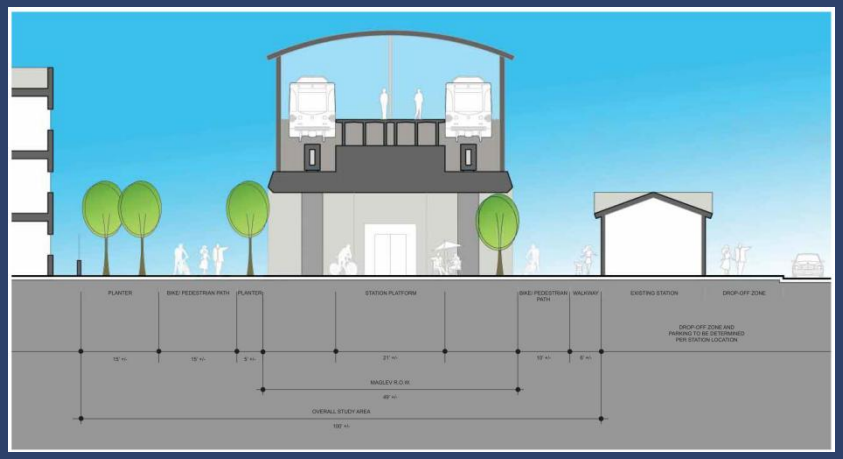
Street Car/LRT

- Combination at-grade and grade-separated – aerial and subway section

Low Speed Maglev

- Entirely grade-separated





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Definition of Alternatives

Alternative	Number of Stations	System[1] Length	Average Speed
BRT			
Street-Running	27	38.6	32.4 mph
HOV-Running	22	40.9	32.6 mph
Street Car			
West Bank 3	24	34.5	31.1 mph
LRT			
West Bank 3	23	34.5	35.5 mph
Low Speed Maglev[2]			
West Bank 1	16	29.6	41.0 mph

1. Represents the Harbor Boulevard/1st Street/SARTC Alternative in the Southern Connection Area
2. Low Speed Maglev Alternative ends at Harbor Boulevard; does not continue through Santa Ana

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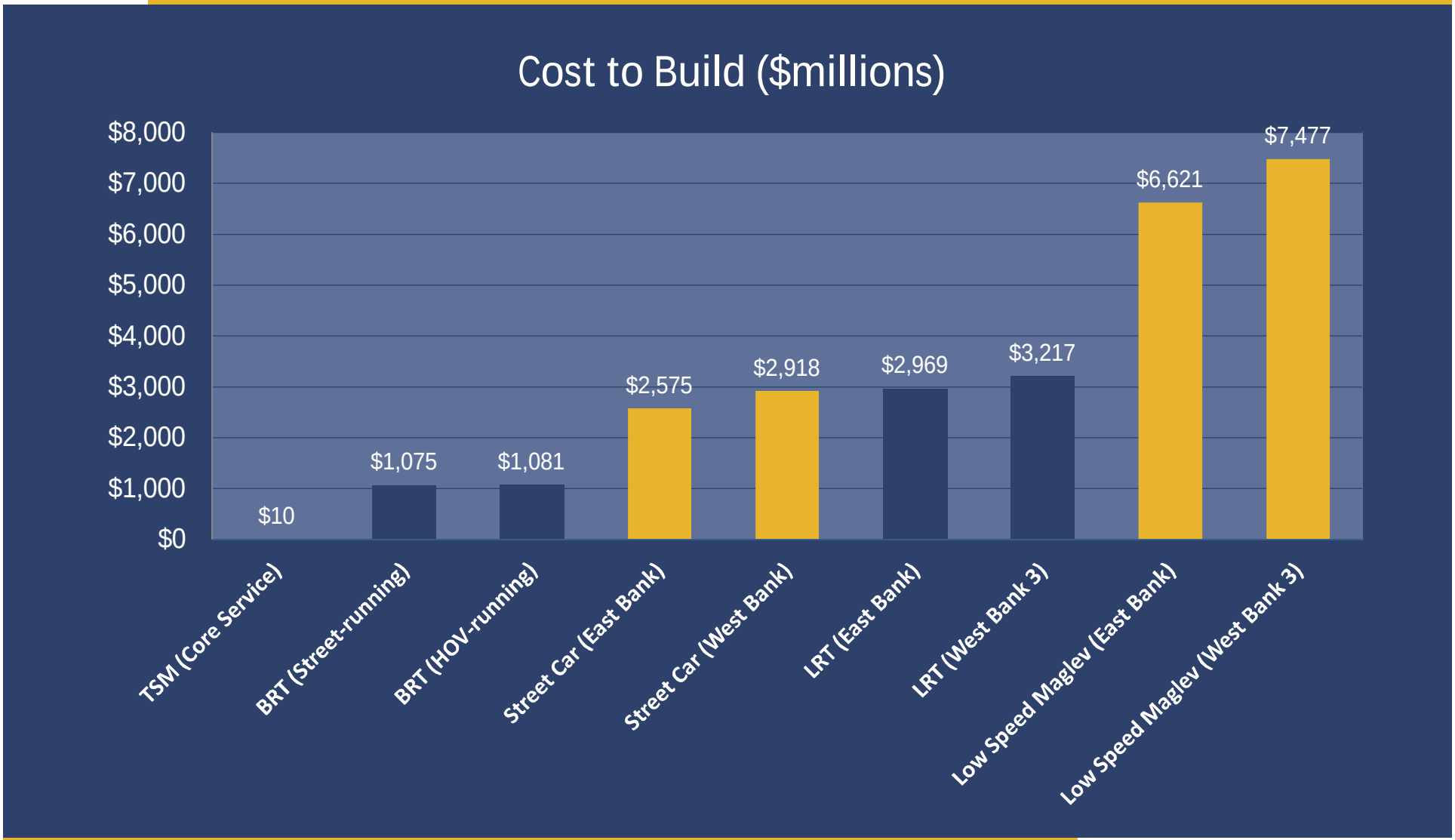
Cost to Build



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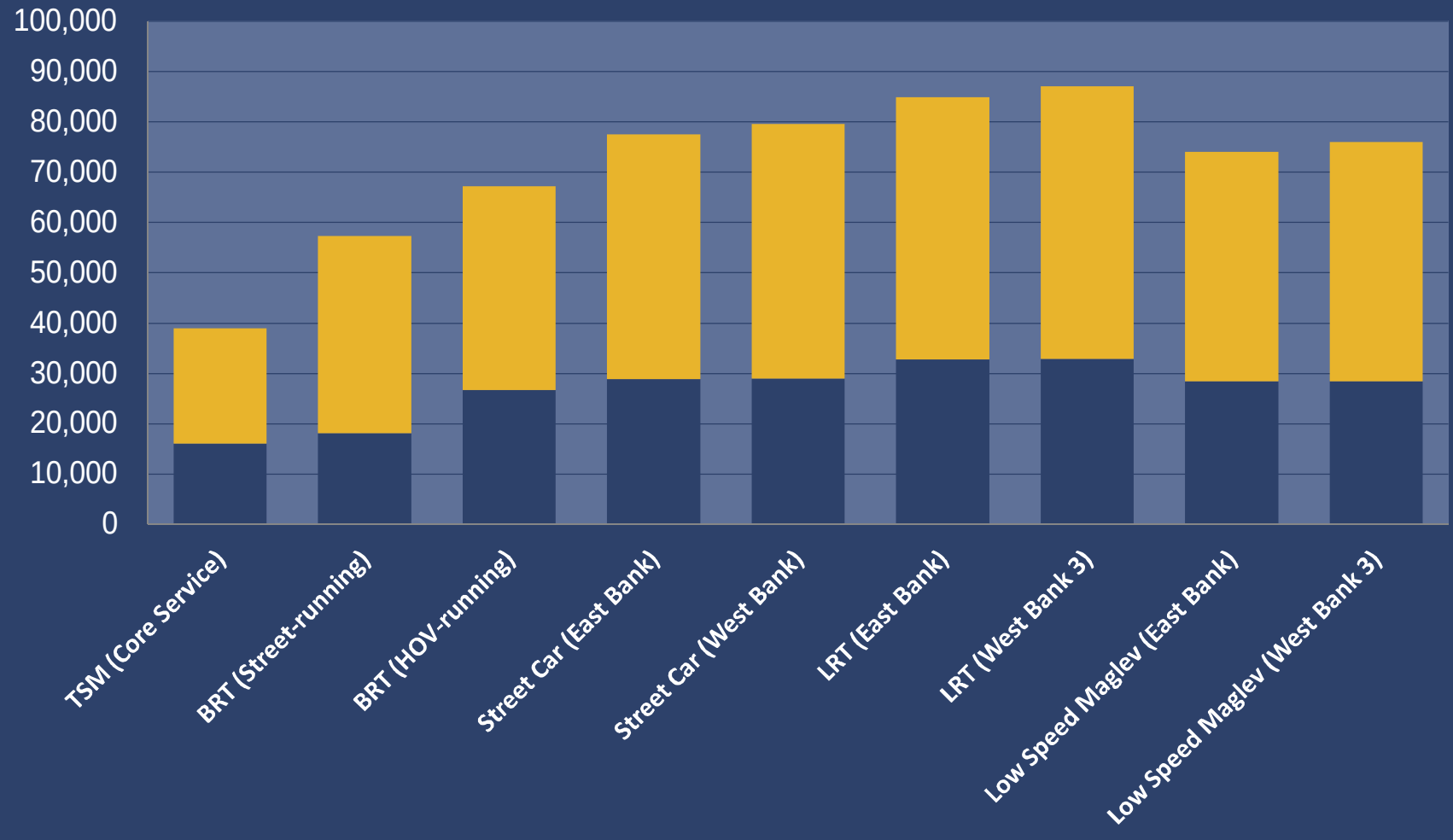
Daily Ridership Estimates



Note: Blue portion of each bar represents new transit riders

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Environmental Impacts

	TSM	BRT	Street Car	LRT	Low Speed Maglev
Traffic	Major	Major	Major	Major	Minor
Visual and Aesthetics	Minor	Minor	Medium	Medium	Major
Noise and Vibration	Minor	Minor	Medium	Major	Minor
Air Quality and Climate Change	Impact	Impact	Benefit	Benefit	Benefit
Parks/Cultural/Historic Resources	Minor	Minor	Minor	Minor	Major
Property Acquisition	Minor	Medium	Medium	Medium	Major

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AA Study Results

Alternatives	AA Study Key Points
All Modes	• Increase Corridor transit ridership, attract new riders
BRT	• 2035 ridership exceeds system capacity • Operates on congested highway system • Lowest Initial Capital Cost • Best Cost Effectiveness Index (CEI)
Street Car	• Fatal flaws due to vehicle and operations • New mode requires new staff/facilities • Similar Cost to LRT
LRT	• High Capital Cost • Traffic, noise and vibration impacts • Highest Ridership
Low Speed Maglev	• Highest Capital Cost • New mode requires new staff/facilities • Significant property acquisition and visual/aesthetic impacts • No U.S. system – lengthy/costly approval process

Next Steps

Advisory Committees identify Final Recommendations	
Technical Advisory Committee	June 12
Steering Committee	June 20
SCAG Regional Council	Fall 2012
Forwarded to Metro and OCTA for consideration	
OCTA Board Action	Fall/Winter 2012
Metro Board Action	Winter 2012/13


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